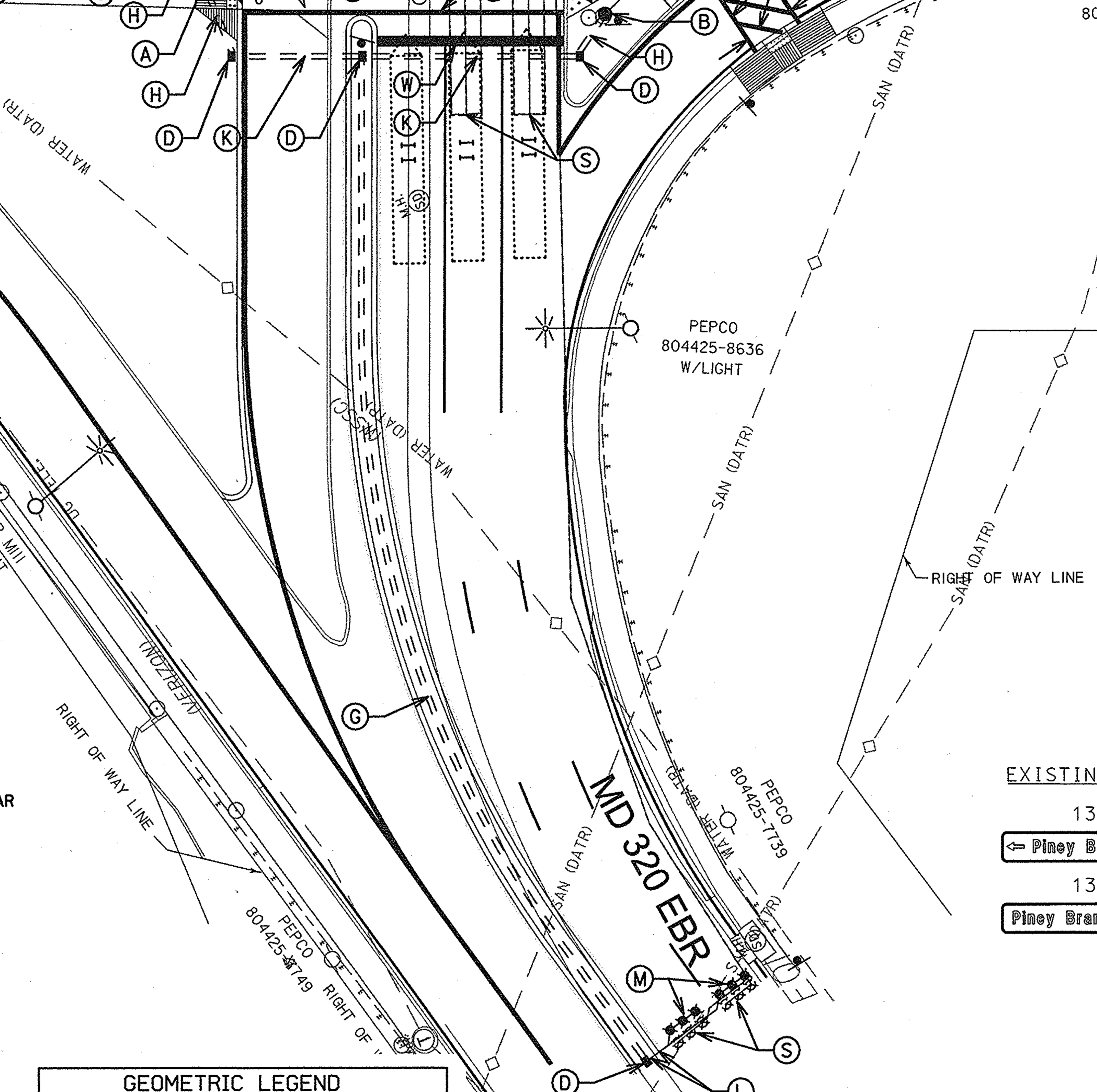
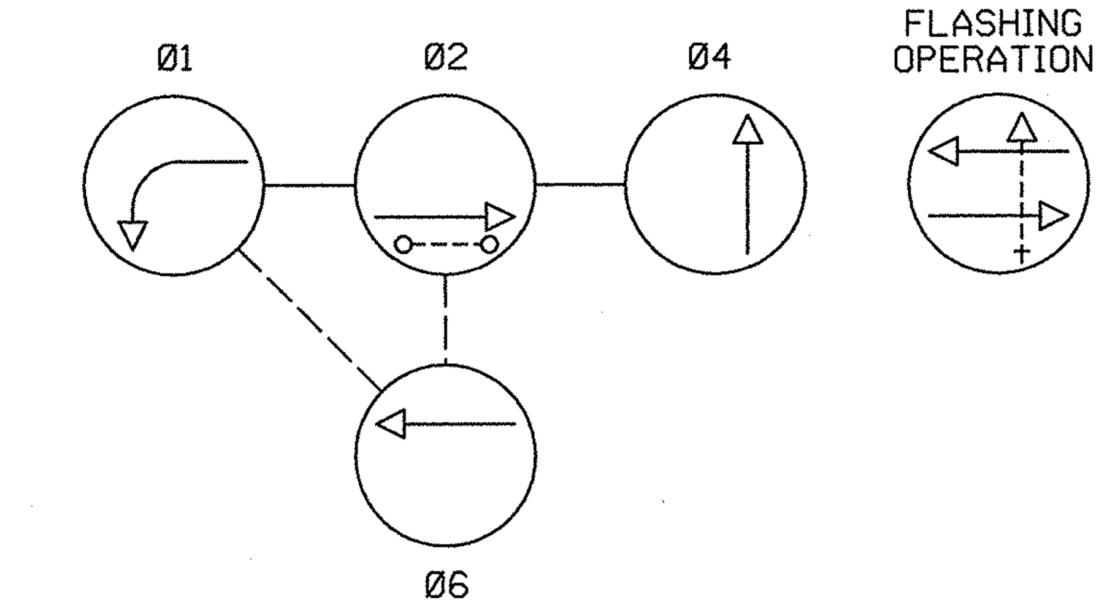


NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

CONSTRUCTION NOTES

- (A) INSTALL 16.5 FOOT STEEL POLE (T=15'-0") WITH 70 FOOT MAST ARM, SIGNAL HEADS, ONE-WAY PEDESTRIAN SIGNAL, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND VIDEO DETECTION CAMERAS: CLEAN, CUT, GALVANIZE AND CAP TRAFFIC SIGNAL MAST ARM (NOTE: ONE-3 INCH, SCHEDULE 80, 90° PVC BEND IN SIGNAL POLE BASE).
- (B) INSTALL 10 FOOT STEEL PEDESTAL SIGNAL POLE WITH ONE-WAY PEDESTRIAN SIGNAL HEAD AND COUNTDOWN PEDESTRIAN SIGNAL HEAD. (NOTE: ONE-3 INCH, SCHEDULE 80, 90° PVC BEND IN SIGNAL POLE BASE).
- (C) INSTALL NEMA SIZE '6' BASE MOUNTED CABINET, FOUNDATION AND CONTROLLER WITH ALL NECESSARY EQUIPMENT INCLUDING CONTROLLER HARDWARE, VIDEO INTERFACE EQUIPMENT, AND DISCONNECT (NOTE: FOUNDATION SHALL HAVE TWO-2 INCH, ONE-3 INCH, AND TWO-4 INCH SCHEDULE 80, 90° PVC CONDUIT BENDS IN CABINET BASE).
- (D) FURNISH AND INSTALL ELECTRICAL HANDHOLE.
- (E) ADJUST EXISTING HANDHOLE.
- (F) REMOVE ELECTRICAL HANDHOLE.
- (G) 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- (H) 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- (J) 2 @ 4 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- (K) 4 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED.
- (L) 1" LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE, ONE CONDUIT PER PROBE.
- (M) MICROLOOP PROBE, 500 FOOT LEAD-IN CABLE.
- (N) MICROLOOP PROBE, 1000 FOOT LEAD-IN CABLE.
- (O) USE EXISTING HANDHOLE.
- (P) USE EXISTING CONDUIT.
- (R) ABANDON EXISTING CONDUIT.
- (S) EXISTING DETECTOR TO BE DEMOLISHED DURING GRINDING.
- (T) EXISTING TRAFFIC SIGNAL POLE TO REMAIN. REMOVE EXISTING SIGNAL HEAD #5 AND REPLACE WITH BLACK-FACED SIGNAL HEAD. REWIRE EXISTING SIGNALS TO NEW CONTROL CABINET. INSTALL VIDEO DETECTION CAMERA.
- (U) REMOVE EXISTING TRAFFIC SIGNAL POLE & CABINET. REMOVE EXISTING FOUNDATION TO 1 FOOT BELOW PROPOSED GRADE.
- (V) 12" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALKS.
- (W) 24" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOP LINE.
- (X) INSTALL 3" RISER WITH WEATHER HEAD TO PEPCO POLE #805425-0348 AND CONNECT TO 3" CONDUIT RUN TO METERED SERVICE PEDESTAL (SEE NOTE "Z"). CONTACT PEPCO TO CONNECT ELECTRICAL SERVICE TO METER.
- (Y) INSTALL 3" RISER WITH WEATHER HEAD TO PEPCO POLE #805425-0348 AND CONNECT TO 3" CONDUIT RUN TO HANDHOLE NEAR CONTROLLER CABINET. PULL BACK INTERCONNECT CABLE FROM EXISTING POLE-MOUNTED CONTROLLER CABINET TO PEPCO POLE #805425-0348. REROUTE THROUGH NEW CONDUITS AND CONNECT TO NEW CONTROLLER CABINET.
- (Z) INSTALL METERED SERVICE PEDESTAL.

GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONTACT THE SHA SIGNAL SHOP 3 DAYS PRIOR TO INITIATING WORK.
3. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITIY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
7. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
8. THE CONTRACTOR SHALL INSTALL SLOTTED CONDUIT PRIOR TO FINAL RESURFACING.

EXISTING SIGNALS

1,2 — 12" (R, Y, G left arrows); 3,4 — 12" (R, Y, G)

PROPOSED SIGNALS

5-10 — 12" (R, Y, G); 11,12 — 16"

PROPOSED SIGNAL HEADS SHALL BE BLACK-FACED

PROPOSED VIDEO DETECTION

I, II

EXISTING SIGNS TO BE REMOVED

14,15 — ONLY

EXISTING SIGNS

13a — ⇦ Piney Branch Rd.

13b — Piney Branch Rd. ⇨

PROPOSED SIGNS

14,15,16 — ONLY — R3-5(L) (30"x36")

17 — NORTH — M3-I 30"X15"; 650 — MI-4 36"X36"; ← — M6-I 30"X24"; ASSOCIATED SHIELD ASSEMBLY 36"X75"

GEOMETRIC LEGEND

EXISTING — — — — —
PROPOSED ————

UTILITY LEGEND

- —G—G— GAS MAIN
- —W—W— WATER MAIN
- —S—S— SEWER MAIN
- —E—E— ELECTRIC CABLES
- —A—A— AERIAL CABLES
- —T—T— TELEPHONE CABLES

REVISION F CONSULTANT

WALLACE, MONTGOMERY & ASSOCIATES, LLP
CIVIL AND STRUCTURAL ENGINEERS
110 West Road
Suite 300
Towson, Maryland 21204

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

NOTE: THIS IS A REVISION TO P-343-001-385 DATED 08-29-1972 ORIGINAL PLAN ON FILE

REVISIONS

F. 05/2005 - REPLACE NW POLE TO ACCOMODATE ISLAND MODIFICATIONS, ADD PED CROSSING SIGNAL

MJA	MB	AKB	MAR	WDW	DDG

E. 07/28/04 - G496 REPLACE DAMAGED SIGNAL POLE. SHA No. 23863T16135

W.M.	M.A.R.	D.A.?			T.H.

D. 06/2003 - CHANGE THE FLASHING RED E/P L.T. FOR N/B MD 650 TO AN EXCLUSIVE LEFT TURN SHA NO. SF-SIGNAL

K.L.M.	M.A.R.	D.A.?	B.R.K.		T.H.

PLOTTED: $DATETIME$
FILE: $FILE$

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 650 (New Hampshire Avenue) and MD 320 (Piney Branch Road)

SCALE 1"=20' DATE 08/29/1972 CONTRACT NO. P-343-001-385

DESIGNED BY
DRAWN BY W. Matthai
CHECKED BY
F.A.P. NO. 08/29/1972

COUNTY PRINCE GEORGES
LOGMILE 16065002.78
T.I.M.S. NO. G981
TOD NO.

DRAWING NO. TS-679F OF SHEET NO. OF

BY: $USERNAME$

6/20